

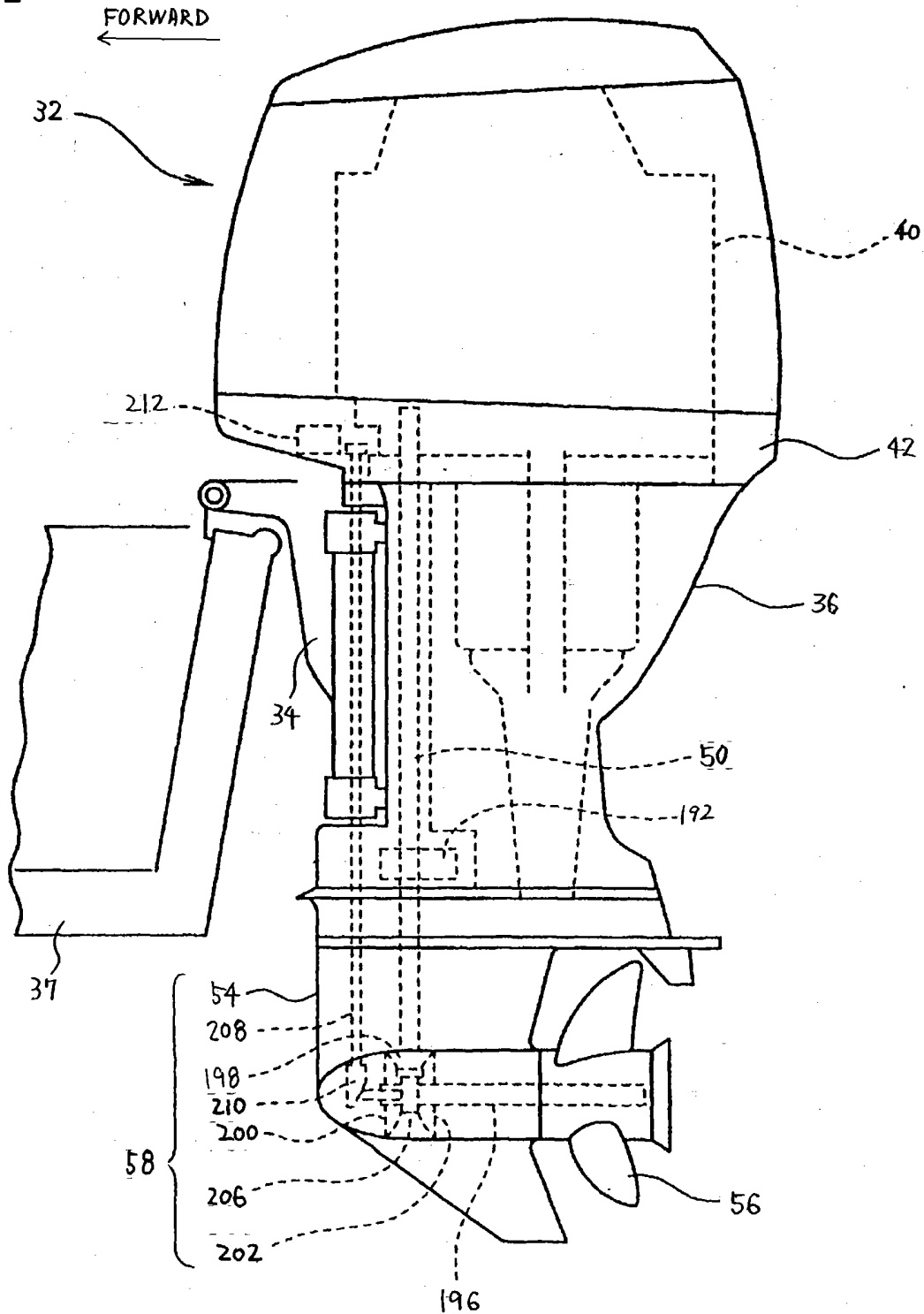
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WATERCRAFT PROPULSION SYSTEM AND CONTROL METHOD OF  
THE SYSTEM

Isao Kanno et al.

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Fig. 2

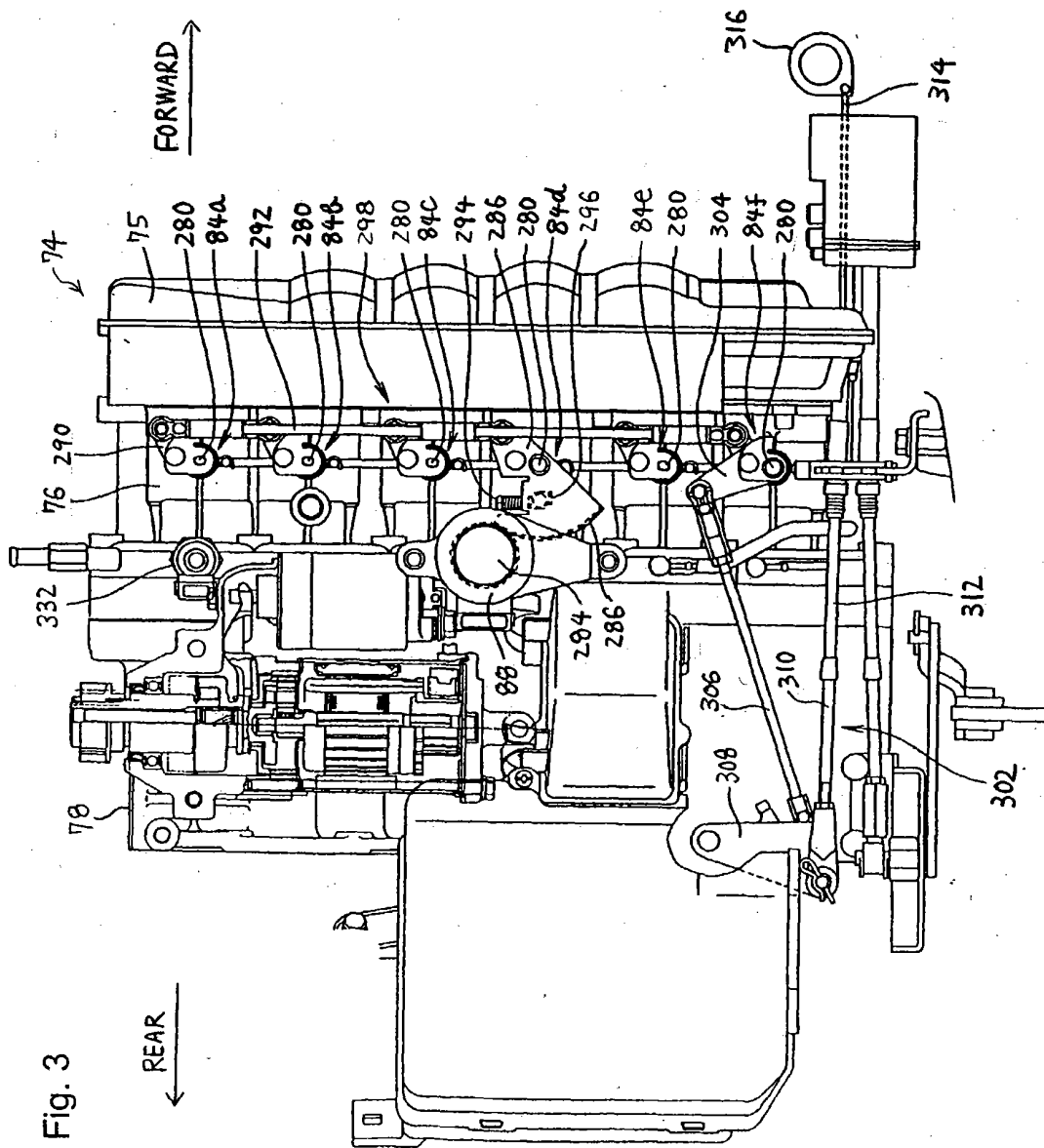


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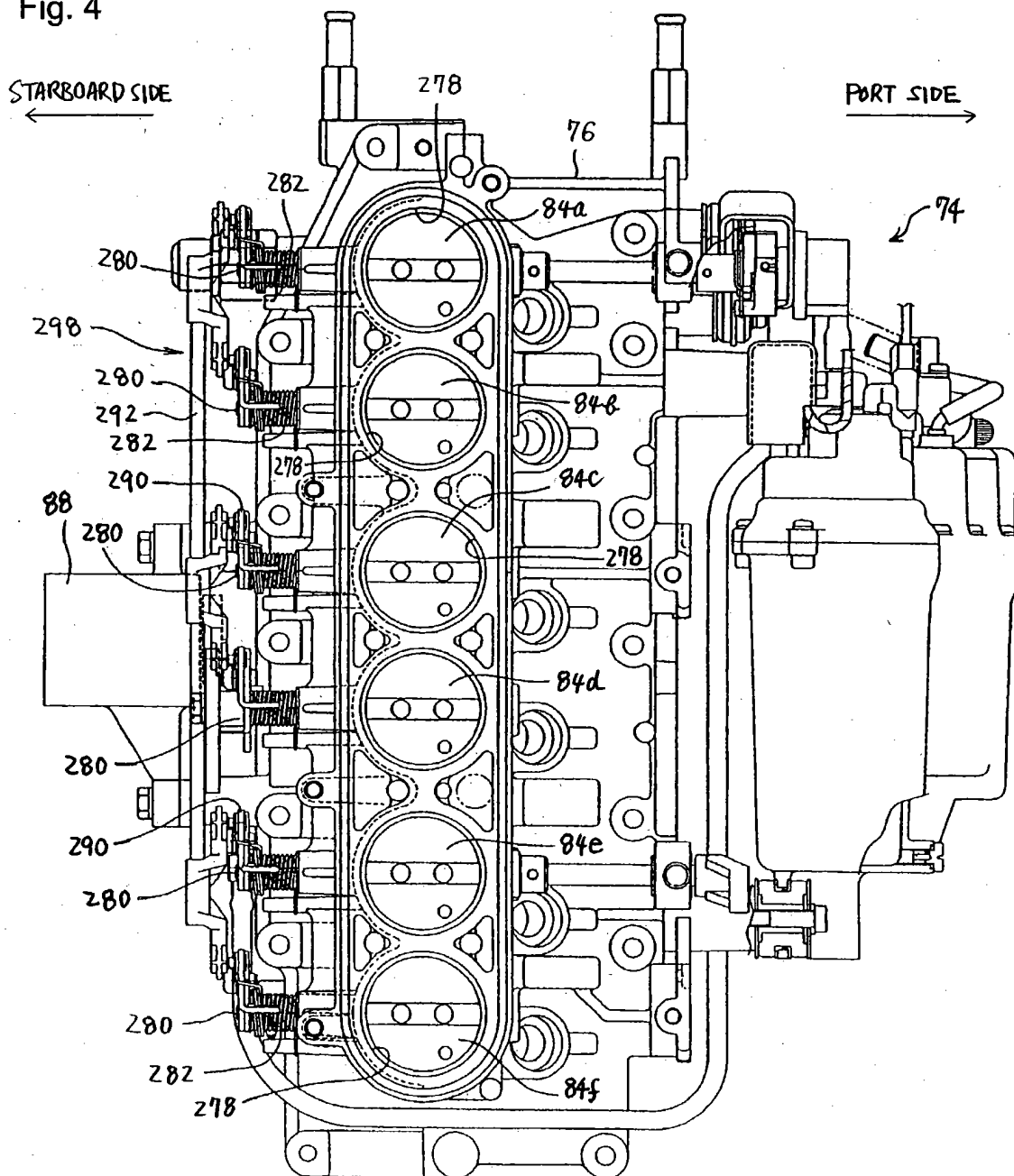
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Fig. 4



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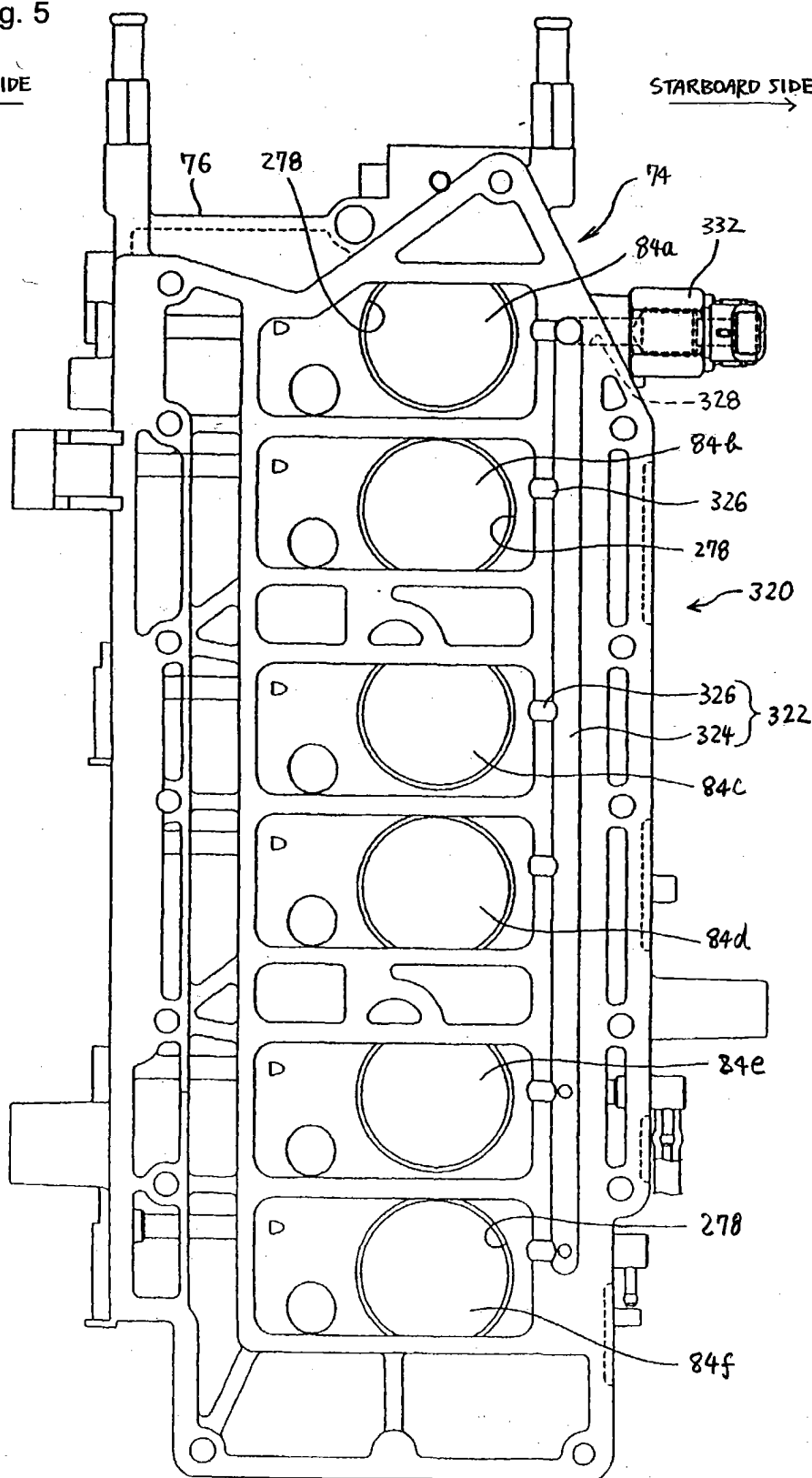
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Fig. 5

PORT SIDE  
←

STARBOARD SIDE  
→



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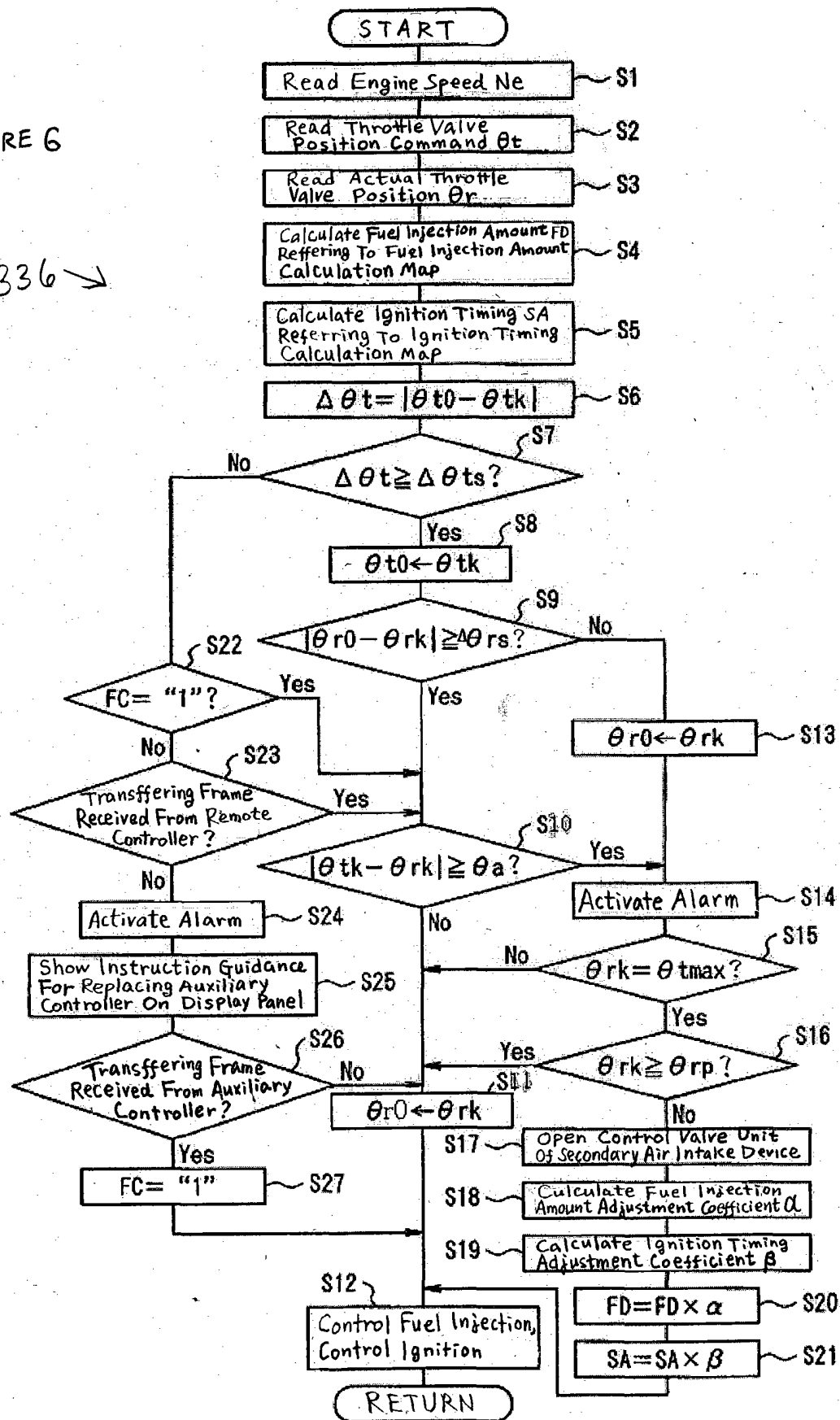
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FIGURE 6

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Fig. 7

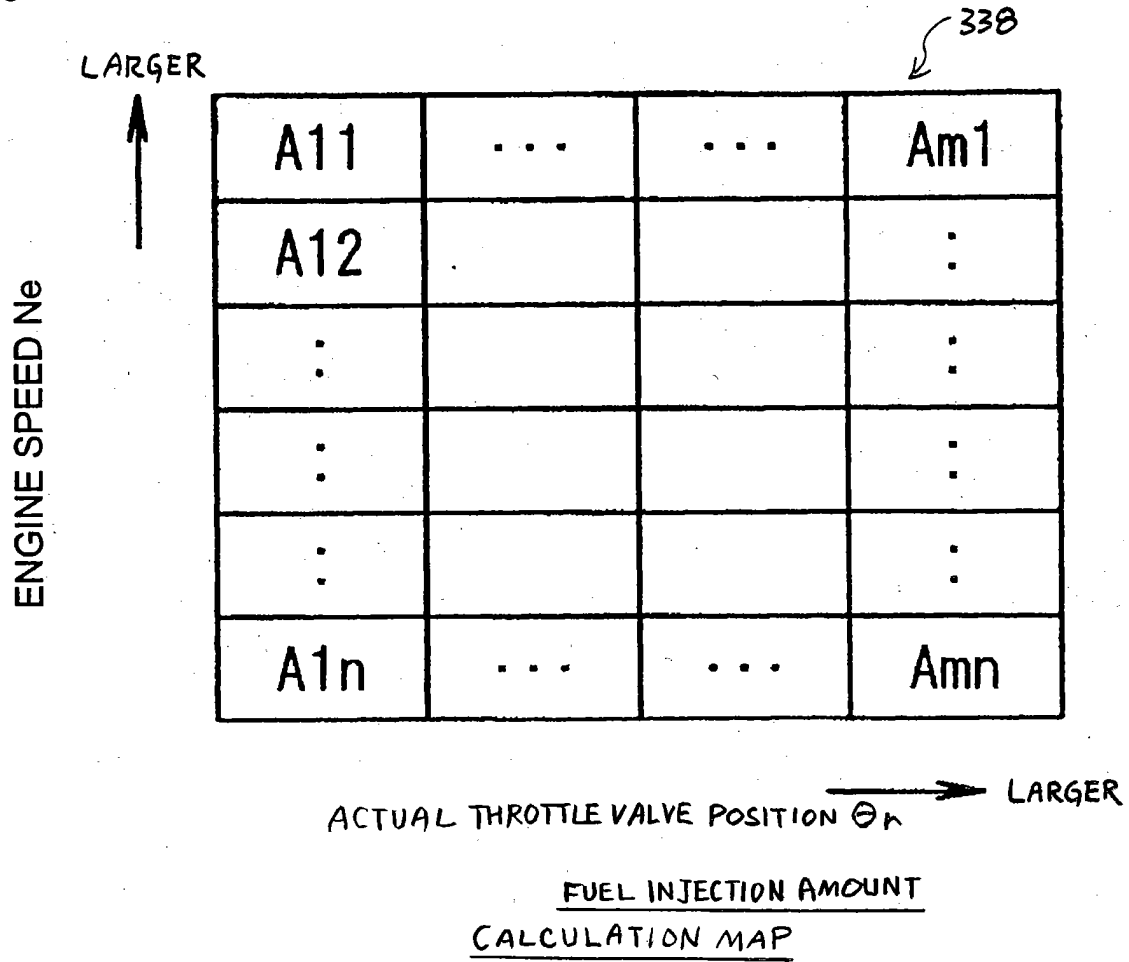
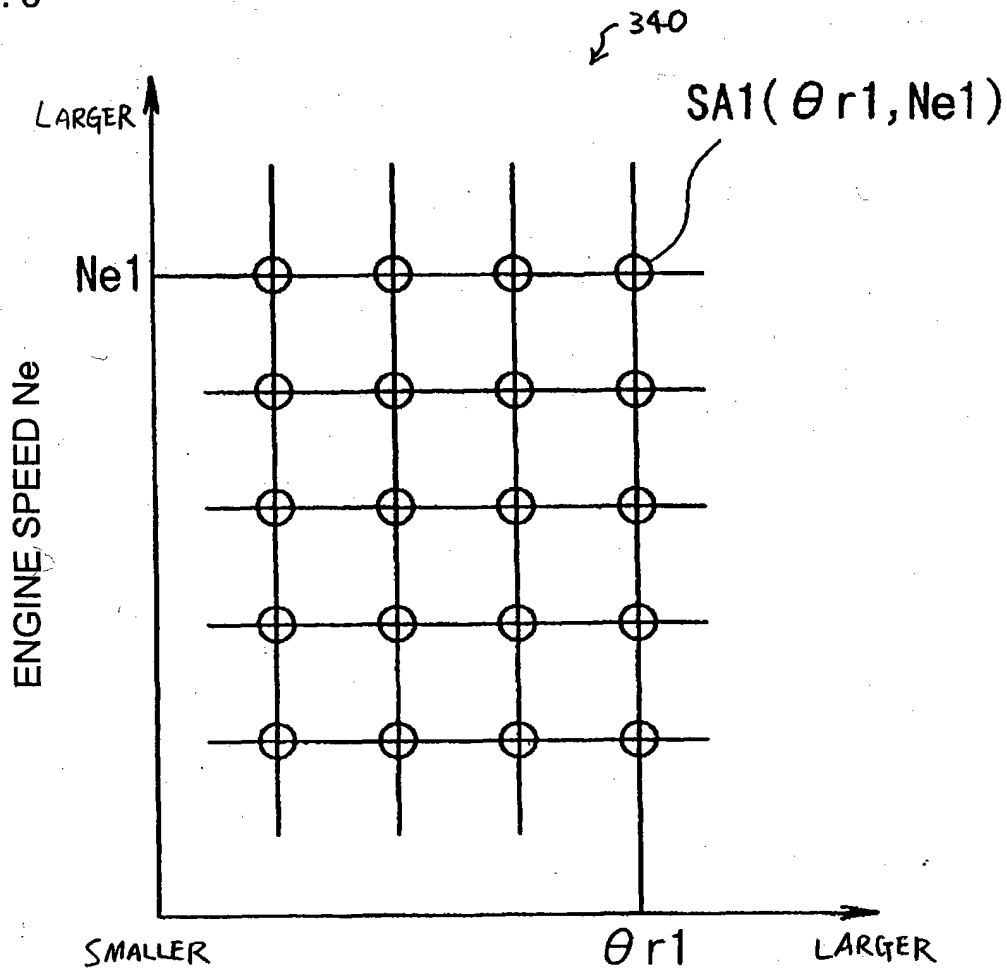


Fig. 8



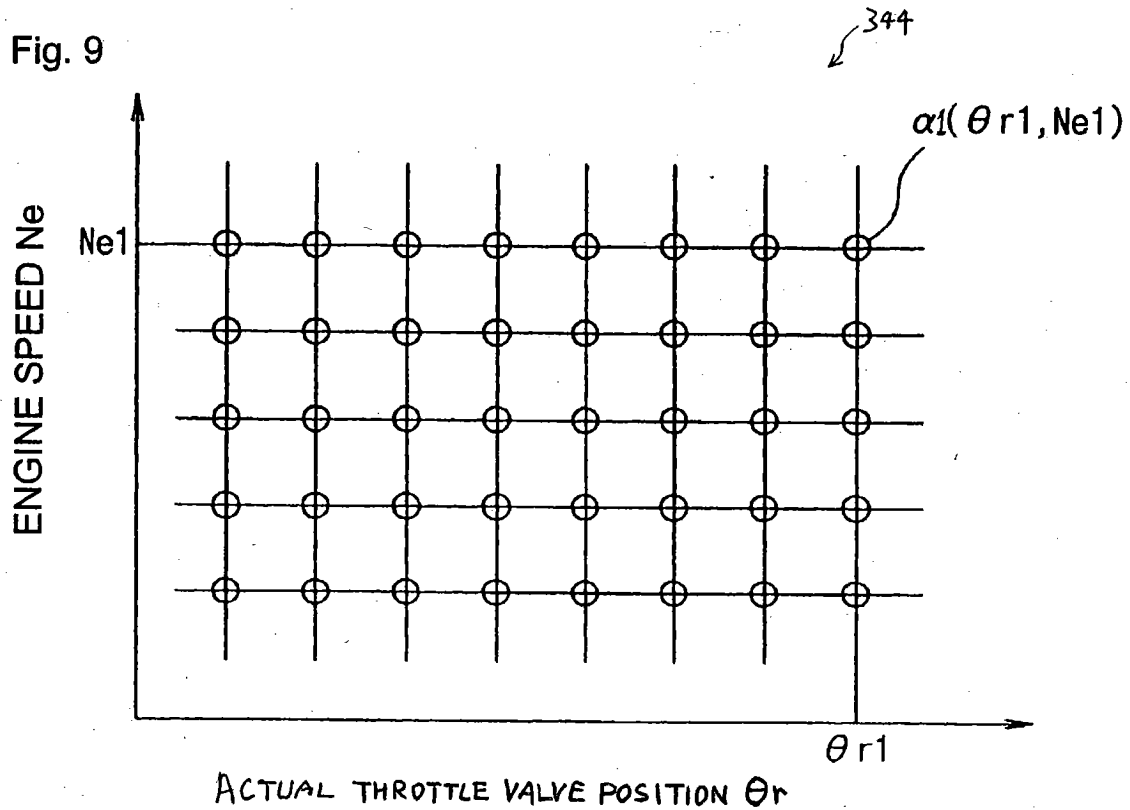
ACTUAL THROTTLE VALVE POSITION  $\theta_n$

IGNITION TIMING

CALCULATION MAP



Fig. 9



FUEL INJECTION AMOUNT ADJUSTMENT COEFFICIENT  
CALCULATION MAP

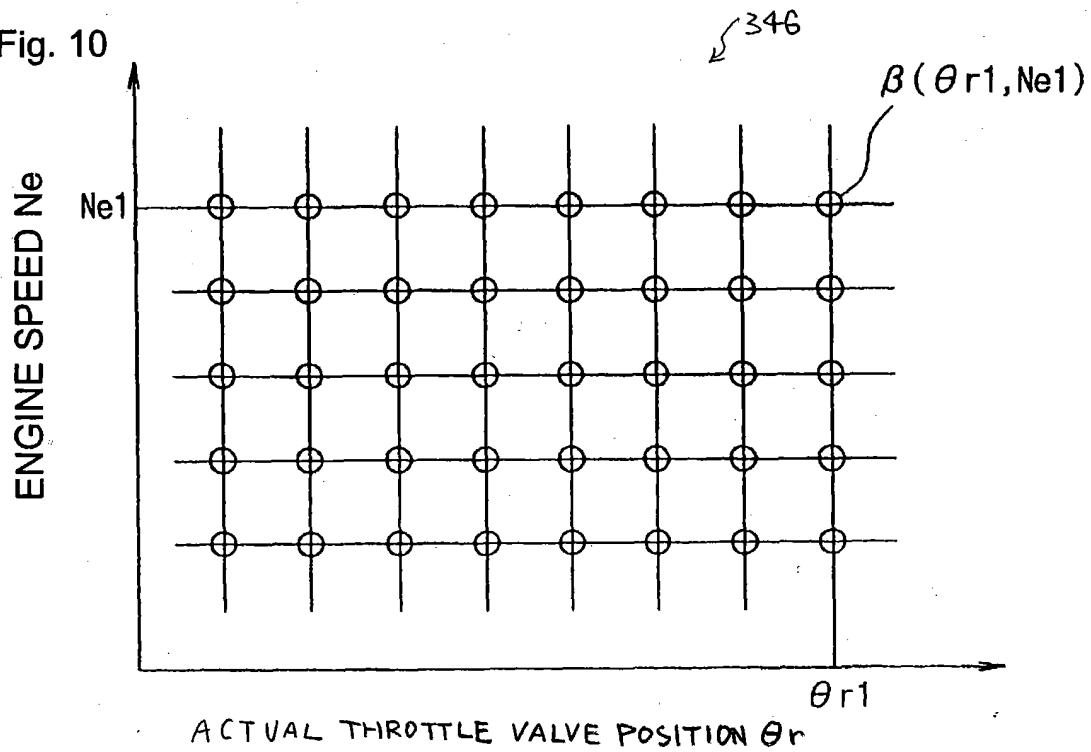
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Fig. 10



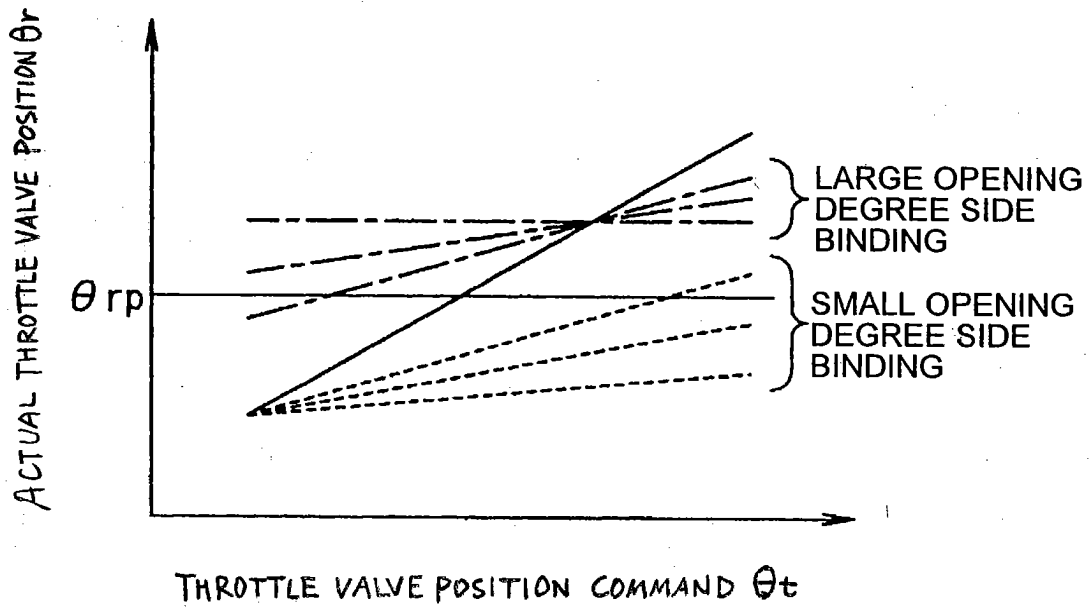
IGNITION TIMING ADJUSTMENT COEFFICIENT  
CALCULATION MAP

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THE SYSTEM

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Fig. 11



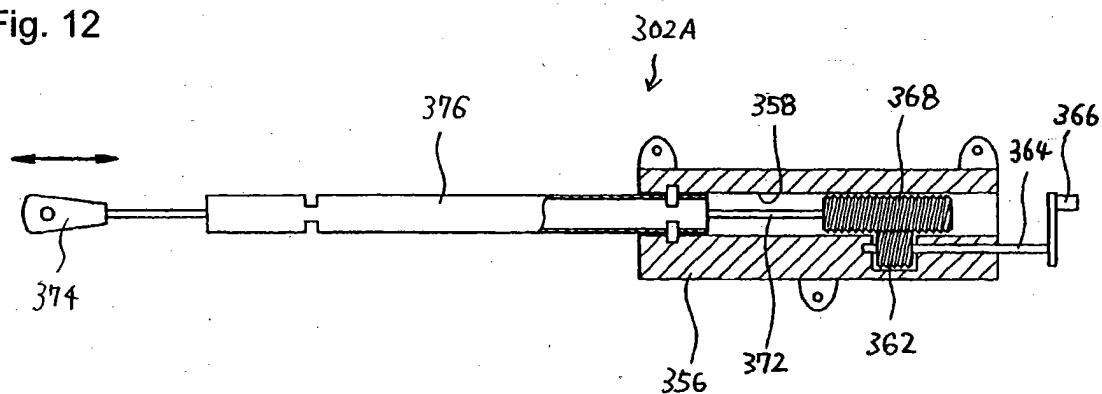
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Fig. 12



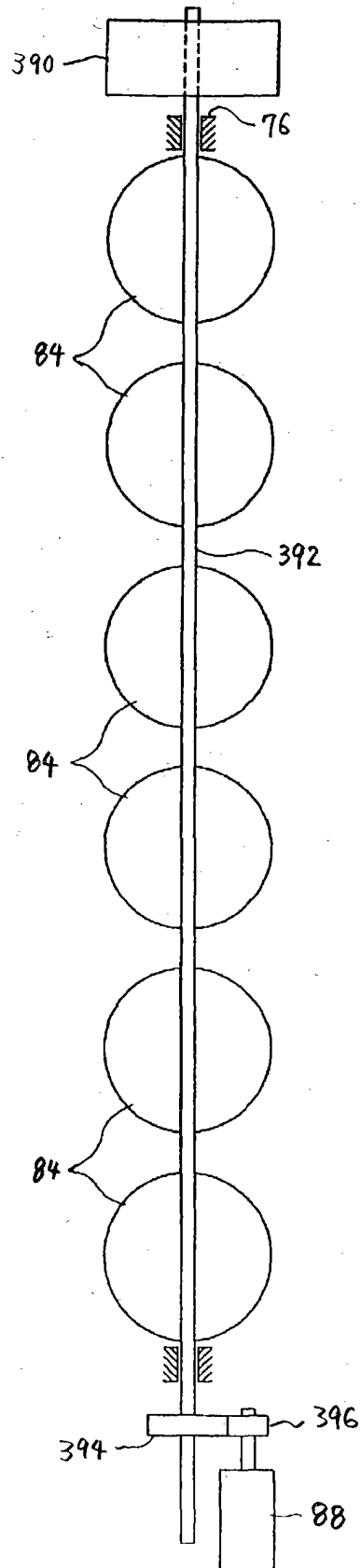
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Fig. 13



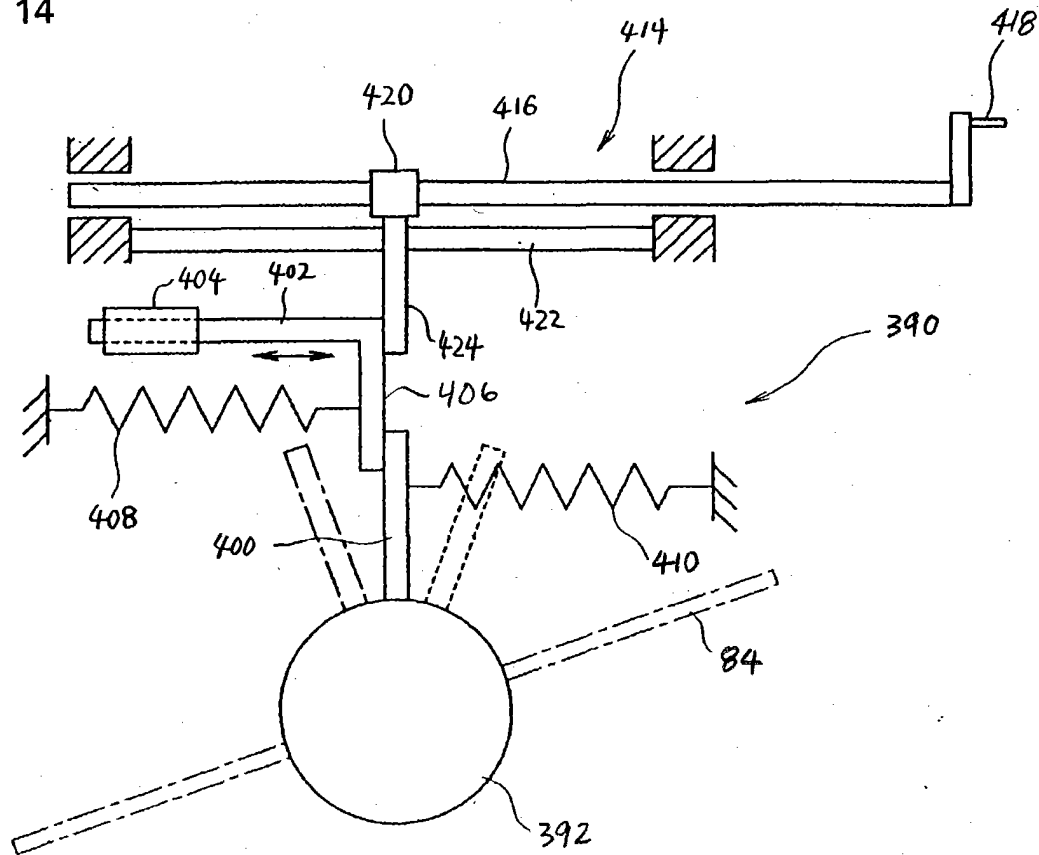
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Fig. 14



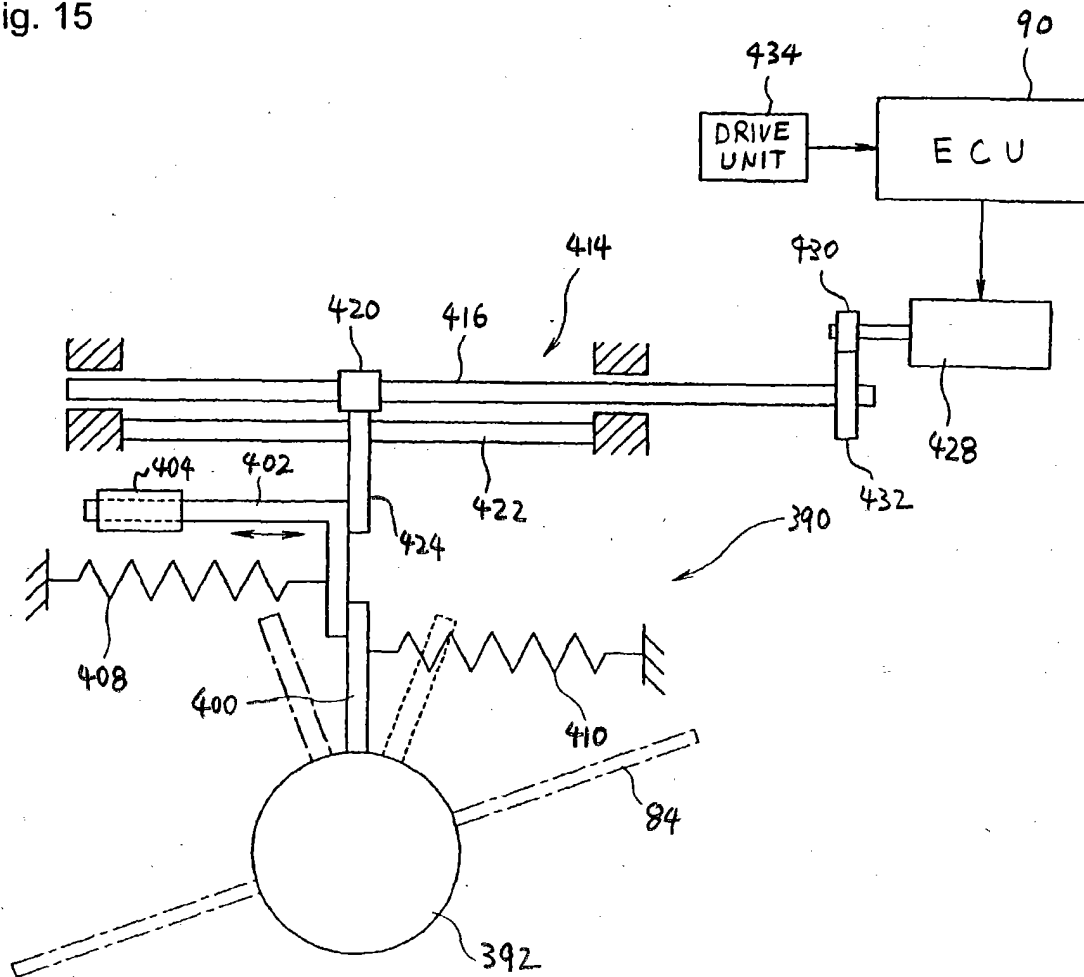
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Fig. 15



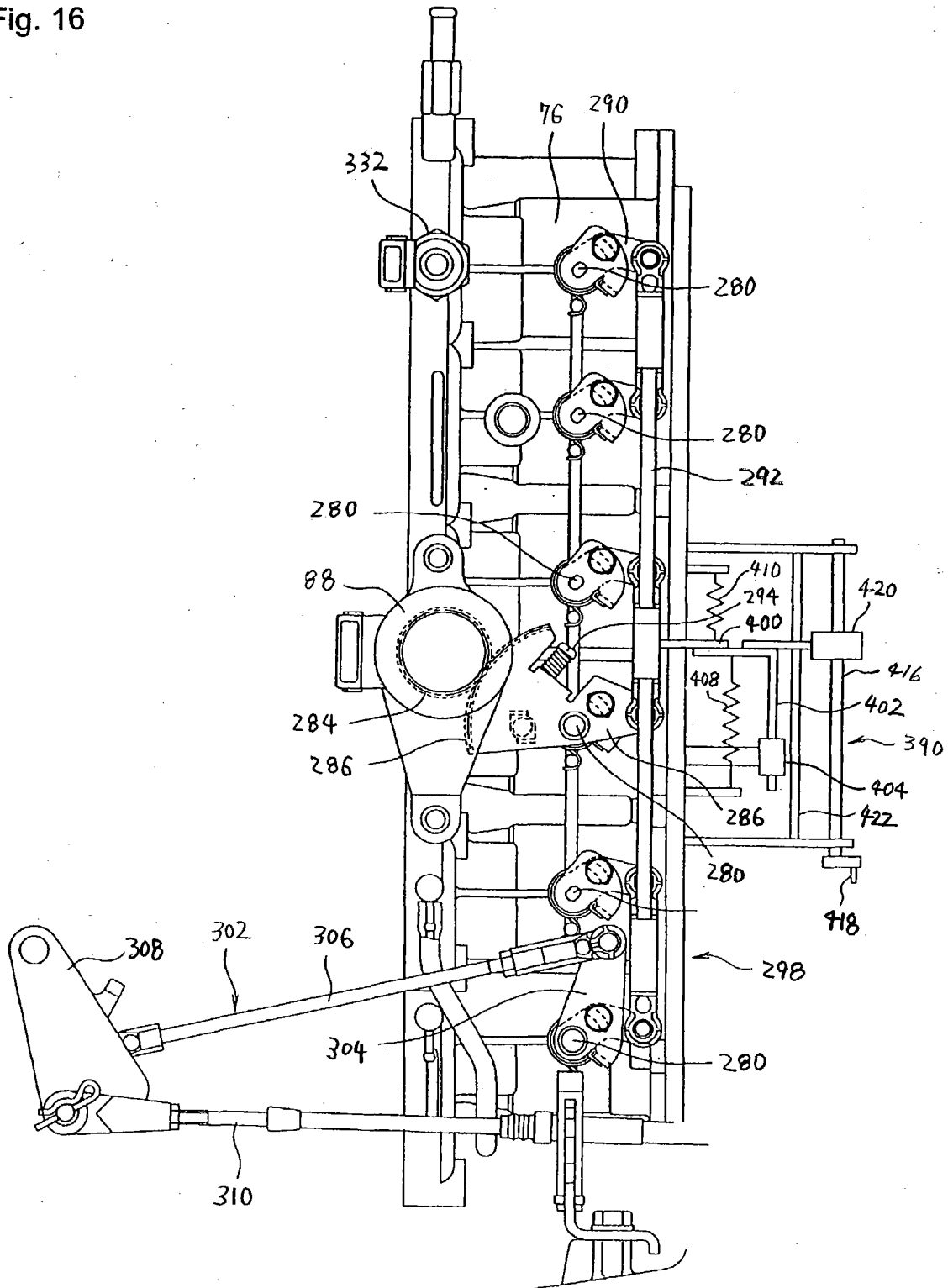
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Fig. 16



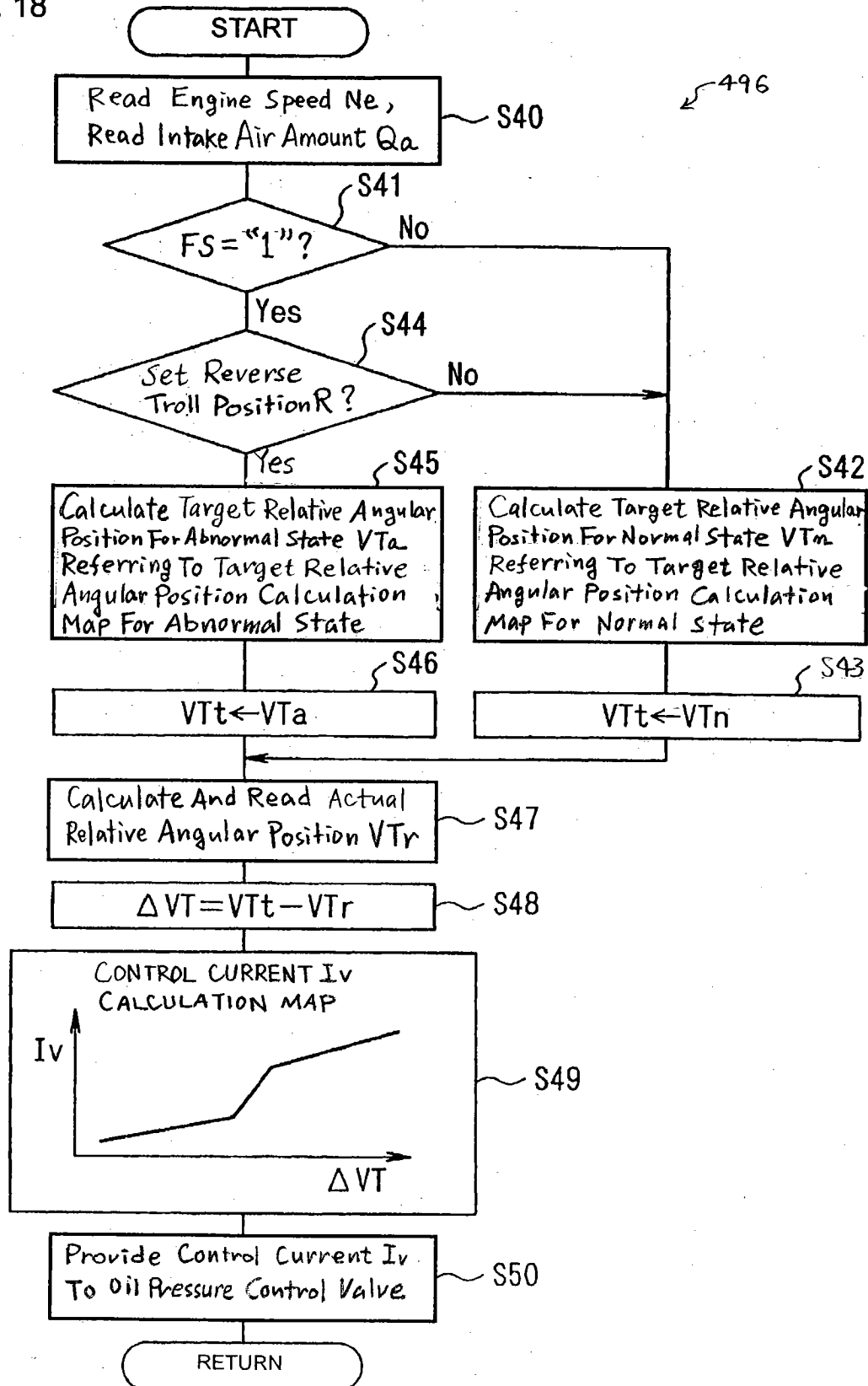


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Fig. 18



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Fig. 19

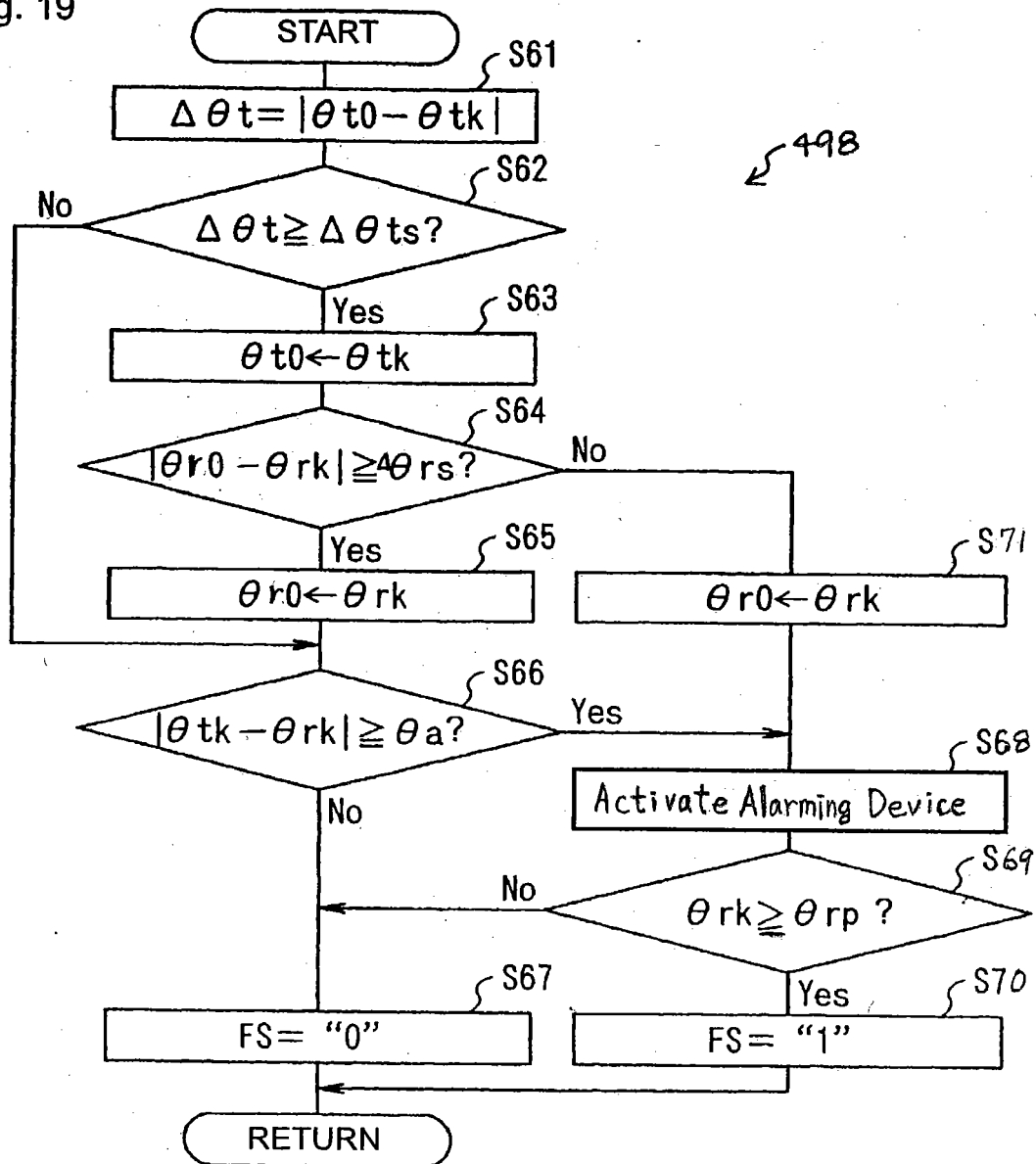
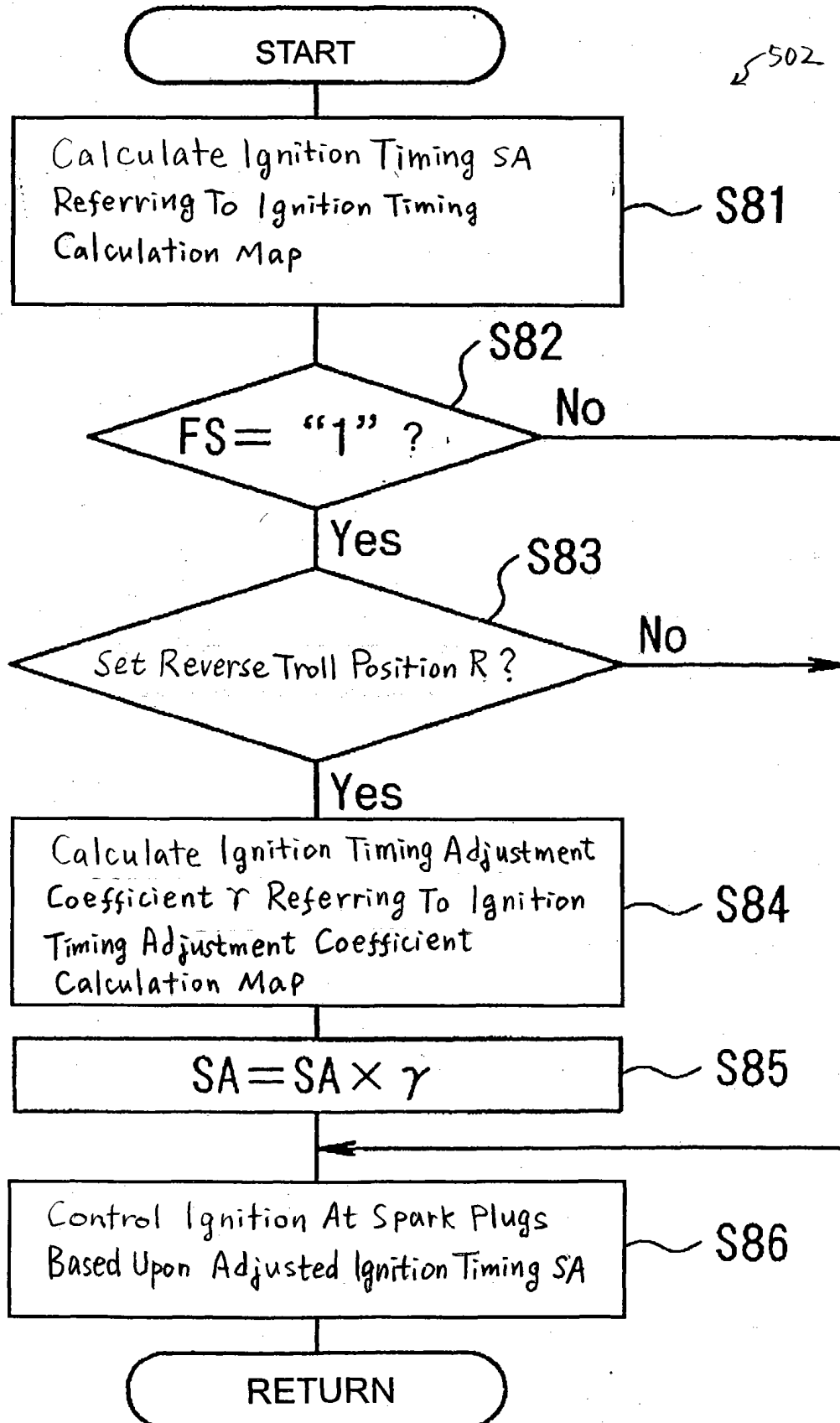


Fig. 20



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g. 21

Fig. 21 is a detailed side-view schematic of a vehicle transmission shift mechanism. The diagram shows a vertical shift rod (298) with multiple shift forks (280) and detent balls (286) for gear selection. A selector lever (246) at the bottom is connected to the shift rod via a linkage (506, 508, 510, 512). The lever has positions for Forward (F), Neutral (N), and Reverse (R). The entire assembly is mounted on a frame (76). Various components are labeled with reference numerals: 76, 290, 280, 292, 280, 280, 294, 286, 280, 280, 304, 280, 246, 250, F, N, R, 506, 508, 510, 512, and "TO SHIFT ROD".